

## The Bisbee Daily Review

Published Every Day Except Monday by the  
State Consolidated Publishing Company.

Editorial Rooms—Phone No. 39, 2 rings.  
Business Office—Phone No. 30

### SUBSCRIPTION RATES

Single Copies Daily	5c
PER MONTH	75c
THREE MONTHS	2.25
SIX MONTHS	4.00
TWELVE MONTHS	7.50
SUNDAY (Our Weekly) per year	7.50
SUNDAY (Our Weekly) per quarter	2.50

Subscription taken for less than 75c

Subscribers who fail to receive their paper promptly are requested to notify the business office

Advertising Rates on Application  
Entered as second-class mail matter

Wednesday Morning, March 17, 1915

### THE CASE OF THE FRYE

The American people failed to take offense at the sinking of the two American vessels by German mines in the North Sea. They recognized that while Germany was indirectly responsible for those losses, they were accidental and perhaps inevitable results of war. The owners had taken a chance, and the American government, which had insured the ships, had nothing to do but pay the insurance. We had to case against Germany.

It is wholly different with the William D. Frye. Here was a sailing vessel of the old "Yankee clipper" type once famous on every sea, American-built and American-owned, sunk while flying the American flag and carrying a non-contraband cargo. And this is not accidentally, in the confusion of a European war zone, but deliberately, by order of the captain of the German cruiser Prinz Eitel Friedrich, in the peaceful South Atlantic.

It appears to have been an almost unparalleled act of wanton destruction and flagrant disregard of the rules of international law. It occurred on Jan. 28, before the German government had announced its "war zone" blockade of Great Britain, and before the two belligerents had started their frenzied competition to cut off each other's food supply. The wheat with which the Frye was laden was not contraband, and so was not legally liable to destruction or confiscation. But Capt. Thierichsen, on his own initiative, declared it contraband because it was destined for a British port, and proceeded to dump it into the sea. Wearing of this tedious method, he then expedited matters by taking off the crew and passengers and sinking the ship, wheat and all.

This is an act of the sort that President Wilson in his note to Germany on Feb. 18, described as "an indefensible violation of neutral rights," and for which the United States must be "constrained to hold the Imperial German government to a strict accountability."

This means that the German government must apologize for the lawless act of a naval representative and must compensate the owners of the ship and cargo for their losses.

### SUPPRESSING STATE REGULATION

Two new decisions of the United States supreme court deal another effective blow at the state rights theory which has caused endless and orderless meddling with interstate commerce.

Every state in the Union has tried its hand at regulating the railroads. Often the conditions imposed have been unjust or confiscatory; usually they have been unwise, because they have fitted into no well-planned scheme of law covering the whole connected field of transportation.

In the cases in question, West Virginia had fixed passenger rates at two cents a mile, and North Dakota had fixed the freight rate for coal. In the former case, the court held that a state could not constitutionally compel a railroad "to carry passengers, if not at or below cost, with merely a nominal reward"; and in the latter it held that a state could not compel a carrier "to transport a commodity for less than the proper cost of transportation, or virtually at cost." The principle is the same in both instances: A railroad has a right to a fair profit on its business, and no law-making body can annul that right.

Congress has delegated its control of the railroads to the Interstate Commerce Commission, and that body is showing itself more and more careful to recognize this principle of the right of a public utility corporation to a reasonable profit. The sooner the various states are content to stop their own unsystematic regulatory efforts, and leave such matters to the federal government in so far as they can be properly handled by the government, the sooner we shall have an adjustment mutually satisfactory to the railroads and the public.

### PANAMA CANAL PATRONAGE

If foreign traffic kept pace with our coast traffic, the Panama Canal would now be making money. The growth of the latter is, next to the quick completion of the canal, the greatest surprise the Big Ditch has given us.

Before the opening of the canal, Emory R. Johnson, special commissioner, made a careful study of traffic conditions and prospects on the basis of which he predicted that the coastwise traffic the first year would amount to 1,100,000 tons. As a matter of fact, the shipping be-

tween Atlantic and Pacific ports via the canal has already nearly reached that figure, and may total 2,000,000 by the end of the first twelve months. There are now 59 ships operating regularly through the new waterway, representing half a dozen independent lines.

The foreign traffic, however, which was naturally expected to bear the bulk of the expense, has been so hard hit by the war that it is but little more than a coastwise traffic, falling 230 per cent below the estimate. The Ditch, therefore, will hardly pay expenses while the war lasts. Afterward, when the great commercial nations turn from destruction to rebuild their world-trade, there will be a different story. Eventually flags of all nations will be crowding each other through the Panama locks as closely as Great Lakes ore vessels at the Soo in a busy season.

### SOWING THE SEEDS OF PEACE

"The great opportunity of America," says Jane Addams, "is to utilize the immigrant population to form a humanitarian public sentiment so strong that it will make itself felt in the uttermost parts of the earth."

And according to Miss Addams' own account of the prevalent attitude of the alien population in Chicago, it is easy to encourage such a sentiment. It already exists to a surprising extent. When a Boy Scouts company was organized in one of the poorer sections of the city, the Russian Jews withdrew their boys and would have nothing to do with it, because the trainings seemed to favor slightly of militarism.

"We came to America," said the Russians, "to get rid of this militarism. We don't want our boys contaminated with the military drill."

"We got one proof after another," adds Miss Addams, "that the various peoples were prejudiced against militarism. In this present war we realize that never before has the brutality of war so revealed itself." And she concludes that now, while immigrants and the children of immigrants are intensely interested in every phase of the European war, "we should take advantage of this opportunity to force a public opinion that will be much more international than could be wrought by any other nation in the world."

The schools particularly offer facilities for driving home the lesson. It is likely that the American public school, properly and neutrally utilized for this purpose, would prove to be the most powerful of all factors for the promotion of universal peace. At least, let us have no more glorification of war in the school room.

### LESS INCOME TAX RECEIPTS

When the first federal income tax was collected last year, with results disheartening to the government, it was supposed that there would be an increase this year owing to more complete returns. A preliminary survey of the returns by the treasury department shows that there will really be a falling-off, estimated at from 20 to 50 per cent.

The original estimate of the proceeds from the tax was more than 100,000,000. The amount collected last year, covering the last ten months of 1913, was \$76,000,000 of which \$45,000,000 came from incorporations and \$31,000,000 from individuals.

The decrease is attributed solely to business depression, and is a striking reminder of the extent to which this nation is helping to pay the cost of the ruinous war. The fact that the farming population has derived considerable prosperity from war prices doesn't change the figures much, for few farmers make enough money, in the best of times, to make them liable to the income tax. As for the industrial improvement caused lately by heavy buying of manufactured war supplies in this country, it will not get into the income tax records until next March.

There is satisfaction in the reflection that the present year, at the very worst, will be far better than last year. From present indications the income tax returns of 1916 will establish a top record.

### KANSAS CYCLONES

The Kansas weather bureau, resenting animadversions on the state's whimsical weather habits, remarks that "for any specified area one mile square in Kansas, the probability of being visited by a tornado is less than one-sixteenth of one per cent per century."

The world, then, has been doing Kansas rank injustice. The state's safe enough. Just pick out a farm that's recently been hit by a cyclone, and you may settle down with the comfortable assurance that there won't be another one along for 160,000 years.

In the light of this scientific revelation, we can't help wondering how Kansas ever happened to get a reputation for cyclones. The early settlers must have bragged about them too much.

A German professor, applying the scientific method to a study of the surrounding unpleasantness, has discovered that Germany is at war with thirty peoples. But by the time this statement gets into print, the number may have risen to forty. Keeping track of Germany's foes is a hopeless job.

John W. Gates left a big fortune a few years ago. Now because of two deaths and a marriage, that fortune passes to persons who are quite unrelated to him, and whom he never even knew. What's the use of pillaging up a fortune anyhow? Money has no relatives, and doesn't care who inherits it.

Japan is making diplomatic hay in Asia while the war clouds lower in Europe.

## ARIZONA BARS ALL LIQUOR SHIPMENT

So Says Attorney General Jones Who Explains the Status of Webb-Kenyon Law and Recent Decisions.

Correcting the impression that the Webb-Kenyon law has been held unconstitutional by the recent decision of the United States supreme court, and that intoxicating liquors may be imported into Arizona for "personal use," the following letter has been received from Attorney General Wiley E. Jones, relative to the scope of the decision:

Office of the Attorney General.  
PHOENIX, March 13, 1915.—Numerous inquiries have come to this office in reference to the decision of the United States supreme court on the 1st instant, in the case of *Kirchmeyer vs. State of Kansas*, mentioned in the Associated Press dispatches of the Bisbee Review, as well as the decision of the same high court in the case of *Vance vs. Vanderhook*, with comment thereon by a prominent attorney of Douglas.

From the inquiries made to me, I ascertain that there is an impression among some that intoxicating liquors can be imported or introduced into the state of Arizona for "personal use," under said decisions, regardless of the new prohibition amendment to our state constitution, as well as regardless alike of the Webb-Kenyon law on congress, which law, as is reported, is overruled as unconstitutional by the foregoing decisions. This impression is erroneous, and I write this for the purpose of correcting such impression.

The *Vance vs. Vanderhook* case, above mentioned, appears in the 170th U. S. supreme court report at page 428, and was decided May 9, 1888, almost seventeen years ago.

The case of *Kirchmeyer vs. State of Kansas* arose in the spring of 1912, and arose from the introduction of liquors from Stillers, Missouri, into Leavenworth, Kansas, about one and one-half miles distant, and a sale of the liquors in Kansas; the case was originally decided in the district court of Leavenworth county, Kansas, July 20, 1912. On appeal to the supreme court of Kansas, judgment was rendered for the state, January 11, 1913. (See 128 Pac. Rep. 1114) almost seven weeks before the passage of the Webb-Kenyon law by congress, and which became a law March 1, 1913; thus it will be seen that both these cases arose long before the passage of the Webb-Kenyon act prohibiting the importation or introduction of intoxicating liquors into any state to be received into the state in violation of the laws of such state. In fact, congress passed the Webb-Kenyon act by a two-thirds vote of both houses of congress, over the veto of President Taft, only three days before President Wilson was inaugurated, to meet just such cases. The *Kirchmeyer* case, so recently decided by the U. S. supreme court, has been in the courts ever since the late complaint of *W. E. Vance* in the spring of 1912, nearly three years ago.

There are many worthy people who may have erroneous impressions on this subject, from a misapprehension of the facts and the dates involved in the Webb-Kenyon law and the decisions above referred to, and my purpose is to correct any such error.

The Webb-Kenyon law has not been overruled but is a living, vital law of the United States, and in full force at the present time. The new constitutional amendment, likewise is in full force in Arizona, and I hope the information herein contained may be appreciated by whomsoever may be misled through a misunderstanding of the actual facts, dates and circumstances touching the two decisions above mentioned, and the Webb-Kenyon law herein referred to.

WILEY E. JONES  
Attorney General of Arizona.

### CAPTURED 32 GERMANS SINGLEHANDED IN SNOW

GENEVA, Mar. 16.—An Alpine chas- seur, returning from sentry duty to his camp over the heights of Bonhomme during a blinding snowstorm, ran upon a party of German troops on skis who had lost their way. Taking advantage of this situation the chasseur called upon the detachment to surrender, shooting to them that they were surrounded and that it would be useless for them to resist. Not knowing where they were and supposing they were in reality surrounded, it is said, 32 German skiers threw down their arms and followed the chasseur to camp.

### GERMAN FLAG AT PANAMA

PANAMA, March 16.—A vessel flying the German flag has finally passed through the Canal. The *Bliss* 1896-1898, a launch, Germania, owned by the chief engineer of one of the International Harbors-American lines in Colon harbor made the trip a few days ago from Cristobal to Balboa and return. Austria has not yet had a vessel flying her flag through the waterway.

## THE MEXICAN AJAX



## VENICE AUTO RACE STARTS TOMORROW

VENICE, Cal., Mar. 15.—Twenty-one skilled drivers at the wheel of the fastest racing cars in the United States, will engage in the greatest automobile road race ever run in Southern California here, Wednesday. The race will start at 11 o'clock a. m. An average speed of eighty miles an hour is predicted at the result of practice now in progress.

The contest is for 300 miles over the Venice Parkway, which measures slightly in excess of 3.1 miles per lap. A purse of \$3000 is offered, divided, \$1500 to the winner, \$200 for second place, \$1500 for third and \$1000 for fourth. The race will be conducted by the racing committee of the W. A. A. and promoted by the Venice Road Race Association, acting for the chamber of commerce of the city of Venice. All the stars of motordom are entered. This will be the last speed test of the rocky mountains until next fall, as the cars and drivers will leave here for Indianapolis and enter the Memorial Day Speedway event, which will begin all summer on eastern circuits.

The cars and drivers entered are: Maxwell, Barney Oldfield, Chalmers, F. L. McCroskey, Hercules, Harold Hall, Mercer, Eddie Pohlen, Bugatti, John Marquis, Simplex, Louis Dreyfus, Stutz, Dave Lewis, Stutz, Earl Cooper, Chevrolet, Cliff Durant, Chevrolet, Jack McCall, Mercer, G. E. Rockwell, Maxwell, Wm. Carlisle, Maxwell, Ed. Rickenbacker, Ninewander Special, A. A. Caldwell, Delage, C. R. Newhouse, National, Gaston Morris, Napier, Orville Jones, Puente Fronto, Arthur Klein, Case, Ed. Hearne, Simplex, Wm. Aldridge, Parsons Special, James Parsons.

## WANAMAKER'S GIRL SNAPPED IN FLORIDA



Miss Mary Louise Wanamaker.

Miss Mary Louise Wanamaker is one of the jolly fun makers at Palm Beach, where society gathers for a touch of the southern climate in winter. This snapshot of Miss Wanamaker, who is the daughter of John Wanamaker of New York and Philadelphia, was taken last week at the Florida resort, just as she emerged from the water.



NO MAN OR WOMAN KNOWS

what their future will be, hence the need of providing for it now!

You can make no mistake in opening a Bank Account at our Savings Department, depositing weekly, and have 4 per cent interest added to your savings.

## The Bank of Bisbee

## MINERS AND MERCHANTS BANK BISBEE, ARIZONA

INVEST YOUR DOLLARS PRUDENTLY

Quite a number of people lose much money by putting their funds in risky speculative enterprises. Why take this risk?

An account with us is what is needed for Safety and a fair rate of interest.

Bank with us.

4 Per Cent Interest Paid on Time Deposits

DEPOSITS OVER A MILLION AND A HALF DOLLARS



PAID OUT IS OFTEN

hard to account for, while the same amount paid by Check accounts for itself, as the check is returned.

Try depositing your Cash with this bank — pay bills with your check and enjoy the SAFETY and CONVENIENCE of this modern plan.

## Citizens Bank and Trust Company

Main Street. Bisbee, Arizona.  
Wm. E. McKee, President. C. A. McDonald, Cashier.  
O. W. Wolf, Assistant Cashier.